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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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	SECURITY INFORMATION		
OUNTRY	Poland	REPORT	
JBJECT	Military Vehicle on Szczecin	DATE DISTR.  NO. OF PAGES	30 November 1953 50X1-HUM
ATE OF I	INFO.	REQUIREMENT NO.	RD
ACE ACG	QUIREC	REFERENCES	50X1-HUM
	THE SOURCE EVALUATIONS IN THIS REPOR THE APPRAISAL OF CONTENT IS 1 (FOR KEY SEE REVERSE)		50X1-HUM
1.	The following military vehicles were parke Folskiego. on 28 September 1953. in Szczec	ed outside the barra	cks on Al. Wojska
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	Studebaken 2 ten enen two	.le	50X1-HL
	Studebaker, 3 ton open true		50X1-HI
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2.		k bands. There was	a considerable
2.	Studebaker, 3 ton open truc ZIS Sentries at the barrack gates wore red cap amount of activity in the barracks due to	bands. There was the return of the to	a considerable roops from summer ary vehicles were
•	Studebaker, 3 ton open true ZIS  Sentries at the barrack gates wore red cap amount of activity in the barracks due to exercises.  On 8 October 1953 the following	bands. There was the return of the time in the travelling empty in	a considerable roops from summer ary vehicles were  50X1-HU
·	Studebaker, 3 ton open truck  ZIS  Sentries at the barrack gates wore red cap amount of activity in the barracks due to exercises.  On 8 October 1953 the following observed in Szczecin (Stettin):  truck (approximately three-ton), Szczecin. Two Soviet privates with bla	bands. There was a the return of the travelling empty in ack shoulder boards	a considerable roops from summer  50X1-Hi  the direction of were in the driver's
·	Studebaker, 3 ton open truck  ZIS  Sentries at the barrack gates were red cap amount of activity in the barracks due to exercises.  On 8 October 1953 the following observed in Szczecin (Stettin):  truck (approximately three-ton), Szczecin. Two Soviet privates with bla cabin.  Studebaker truck, carrying WC	bands. There was a the return of the travelling empty in ack shoulder boards of the port.	a considerable roops from summer  50X1-H  the direction of were in the driver's  Guard) soldiers;  50X1-H  Cap bands were in 50X1-H
·	Studebaker, 3 ton open truck  ZIS  Sentries at the barrack gates were red cap amount of activity in the barracks due to exercises.  On 8 October 1953 the following observed in Szczecin (Stettin):  truck (approximately three-ton), Szczecin. Two Soviet privates with bla cabin.  Studebaker truck, carrying WC travelling along ul. Jagiellonska towar  Studebaker truck, empty. Two the driver's cabin. Travelling from the	bands. There was a the return of the travelling empty in ack shoulder boards of the port.	a considerable roops from summer  50X1-H  the direction of were in the driver's  Guard) soldiers;  50X1-H  Cap bands were in 50X1-H
·	Studebaker, 3 ton open truck  ZIS  Sentries at the barrack gates were red cap amount of activity in the barracks due to exercises.  On 8 October 1953 the following observed in Szczecin (Stettin):  truck (approximately three-ton), Szczecin. Two Soviet privates with bla cabin.  Studebaker truck, carrying WC travelling along ul. Jagiellonska towar  Studebaker truck, empty. Two the driver's cabin. Travelling from the	bands. There was a the return of the time travelling empty in ack shoulder boards of the port.  OP (Military Border of the port.)  Oprivates with red one direction of Niebo	a considerable roops from summer  50X1-H  the direction of were in the driver's  Guard) soldiers;  50X1-H  Cap bands were in 50X1-H
·	Studebaker, 3 ton open true  ZIS  Sentries at the barrack gates wore red car amount of activity in the barracks due to exercises.  On 8 October 1953 the following observed in Szczecin (Stettin):  truck (approximately three-ton), Szczecin. Two Soviet privates with bla cabin.  Studebaker truck, carrying WC travelling along ul. Jagiellonska towar  Studebaker truck, empty. Two the driver's cabin. Travelling from the Szczecin railway station.	bands. There was a the return of the time travelling empty in ack shoulder boards of the port.  OP (Military Border of the port.)  Oprivates with red one direction of Niebo	a considerable roops from summer  50X1-H  the direction of were in the driver's  Guard) soldiers;  50X1-H  Cap bands were in 50X1-H